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GULF ICE NOW SHOWING.

**Frost Now but Herring Scarce
at Bay of Islands.**

PROSPECT CONSIDERED POOR.

**Ice in the Arms Greatly Bothering
the Fishermen.**

Direct news from the herring fleet at Bay of Islands, N. F., received here this morning, is of a most discouraging character, and bears out the correctness of recent articles in the Times as to adverse conditions there for securing herring cargoes.

Despatches this noon say that there has been frost and also that herring have been run up to \$2.50 and \$3 per barrel. This, of course, is for stock to put on the scaffolds to freeze, and shuts out entirely the vessels that are looking for salt herring, so, unless there is a sudden change in the situation, which is not likely, it looks as though all the salt herring oaded from now on would be very few indeed.

The despatches also state that herring are very scarce and that the prospect is considered very poor by the skippers there. To add to these troubles, ice has formed in the Arms and is greatly bothering the fishermen in their operations.

The most ominous sign of all is that the gulf ice has begun to show itself, and this means that it is only a question of time when it reaches the Bay of Islands and seals it up for the winter.

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Lost About All Her Trawls.

John Bishop, the Vincent Point builder, has laid the keel for a new schooner for Capt. Joseph F. Silveira, formerly of sch. Mary E. Silveira. The new craft will be 110 tons gross and will be launched about March 1.

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Herring Notes.

Sch. Blanche, Capt. William Morrissey, arrived home this morning from Bay of Islands, N. F., with a full fare of salt herring.

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FUR STEAMER WRECKED.

Winnipeg, Man., Dec. 24.—The Hudson Bay company's steamer Stork, which plies between London and Hudson Bay, was wrecked on Lisbon Shoals in Hudson Bay. The crew was rescued. The cargo consisted of \$1,500,000 worth of furs.

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DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. William H. Rider, Georges, 45,000 lbs. salt cod.
Sch. Almeida, shore, 15,000 lbs. pollock.
Sch. John Hays Hammond, via Boston, 30,000 lbs. fresh cod.

Today's Fish Market.

Round pollock, 55 cts. per cwt.; gutted 60 cents.
Salt Georges cod, large \$4.00, mediums, \$3.00.
Bank halibut 11 cts. per lb. for white and 8 cts. for gray.
Salt pollock, \$1.50; salt haddock, \$1.50.
Eastern salt shuck trip cod, \$3.25 per cwt. for large and \$3 for markets.
Splitting prices for fresh fish, Western cod, large, \$2.00; mediums, \$1.60; Eastern cod, large, \$1.90; medium, \$1.50; cusk, \$1.60 to \$1.65; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts.
Eastern deck handline cod, \$4.00 for large and \$3.00 for mediums.

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Boston.

Sch. Natalie J. Nelson, 45,000 haddock, 20,000 cod, 300 halibut.
Sch. Gladys and Sabra.
Sch. Mary A. Gleason.
Sch. John Hays Hammond, 28,000 haddock, 30,000 cod, 2000 cusk.
Haddock, \$2 to \$2.25 per cwt.

Fishing Fleet Movements.

Sch. Alice R. Lawson, bound home from Bay of Islands, N. F., with 1400 barrels salt herring, was at Louisburg, C. B., on Monday and cleared.

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TO LOCATE MACKEREL

**Master Mariners Association Want
the Grampus Next Season.**

**Had Meeting and Conference on
Matter This Morning**

A special meeting of the Master Mariners Association was held this forenoon, W. W. Lufkin, private secretary to Congressman Gardner, being present by appointment. The matter talked over was regarding the feasibility of having the United States Fish Commission sch. Grampus accompany the mackerel seining fleet next season, starting early in the spring and going south and thence work this way, endeavoring to locate the mackerel, keep track of them if possible, and also to ascertain any new haunts they may have and also where they may disappear to, as they often do suddenly.

Several of the members spoke on the subject, and all laid stress on the fact that something should be done to keep track of the mackerel, and thought that they could reasonably ask the government to aid them in the matter.

Mr. Lufkin advised the association to draw up a petition, have it generally signed by skippers and fishermen, and forward it, with a statement of the case and their desires and suggestions to Commissioner of Fisheries Bowers at Washington.

He also suggested that a practical seining mackerel skipper, to be in the temporary service of the Bureau of Fisheries, be detailed to go on the Grampus, with Capt. Hanson, and to use his judgment as to the courses to pursue throughout the season in locating and keeping track of the mackerel schools.

He also suggested that the association inform the two Massachusetts senators and Congressman Gardner of what they desired in the matter and ask their assistance.

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Long Hard Trips.

Sch. Fannie Belle Atwood, which arrived at Boston yesterday from the Cape Shore, has only a small trip and has been out six weeks. Sch. Elmer E. Gray is also there today. She has been out about a month and like the Atwood, has been up against it in good shape.

At this port sch. Effie M. Prior has about 35,000 pounds of fresh fish and has been gone quite a while. The captains of all three vessels report unusually severe weather to the eastward and fish scarce.

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WITH GOOD TRIP.

**Sch. Sheffeyld Arrives at Her New
Home Port, Pensacola.**

Sch. Sheffeyld, Capt. G. Melville McClain, which was recently sold from this port to Pensacola parties which sailed from here early in November, arrived at her new home port a few days ago with a good trip. Capt. McClain reports a fair passage down and that he likes the vessel very much. He says that red snappers and Spanish mackerel are plenty and the latter are killing the market for the former.

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Good Trip.

Sch. Wm. H. Rider, Capt. Nels Larson, arrived from a Georges' handline trip Thursday, with a good fare, having 45,000 pounds of salt cod. She went through the recent gales without losing a rope yarn, so the fare is a nice Christmas present for her owner, Mr. William A. King.

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The Coast Guard, printed at Clark's Harbor, Nova Scotia, in the issue of this week, has an editorial which will no doubt cause quite a sensation in some parts of Nova Scotia, as it strikes boldly at an institution which has for years been recognized, if not openly admitted, as a kind of "biting off the nose to spite the face" affair, and has kept away from the merchants of Shelburne, Yarmouth, Liverpool, Halifax, Whitehead, Louisburg, North Sydney, Port Mulgrave, Port Hawesbury and other ports many thousands of good United States dollars from New England fishing vessels.

The institution to which the Coast Guard refers is the license fee or tonnage tax of \$1.50 per ton and this is how it treats with the matter:

"The Shelburne Gazette, of last week, reports several American fishing vessels at that port, which bought supplies, made repairs, and did a little business generally. These transactions, though comparatively small, must have been welcomed by the townsmen with things to sell.

"That kind of trade, the most legitimate in the world, might grow to paying proportions, were it not for the license fee which operates to hinder it without doing any good to a single interest among us. These vessels would be the natural customers of our ports and harbors were it not for that most absurd regulation which nobody undertakes to defend now. Even China no longer holds to the antiquated notion."

The Coast Guard has spoken on this subject before but apparently has received little or no support from other Nova Scotia papers, although from a business point of view there is no question as to the correctness of its assertions. Undoubtedly were the license fee relegated to the rear with other antiquities Nova Scotia business men would see the benefit on their ledgers, but here it is considered that the regulation is clung to in the hope that some day it may be used as one of the levers for lifting our tariff gate for the free entry of Nova Scotia fish or in a reduction of the duty on the same.

As a matter of fact, this belief would not appear to be warranted by existing conditions as there is no comparison between the relative values to the New England fishing interests of the duties on Nova Scotia fish and the payment of the tonnage tax, the latter being very insignificant as to outlay of money alongside the benefit derived from duty imposed on provincial fish brought into this country.

As we said before, the Coast Guard, from a business point of view at least, has practically a proven case, but we are inclined to believe that the provincial government will not be made to see it in that light for many a day to come.

Mackerel News.

The imports of salt mackerel at Boston to date are 38,624 barrels against 20,539 barrels at this time last season.

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Fine Trip.

Capt. James Vanamberg and crew of the Western bank deck handliner Norma got home in time to spend Christmas on shore, coming in here just as old Santa was making his rounds. They had a fine fare, on which to celebrate the holiday, for in the hold were 70,000 pounds of salt cod.

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DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Norma, Western Bank, deck handlining, 70,000 lbs. salt cod.
Sch. Effie M. Prior, Cape Shore, 35,000 lbs. fresh fish.
Sch. Pauline, Western bank, deck handlining, salt cod.
Sch. Appomattox, shore, 15,000 lbs. pollock.

Today's Fish Market.

Round pollock, 55 cts. per cwt.; gutted 60 cents.
Salt Georges cod, large \$4.00, mediums, \$3.00.
Bank halibut 11 cts. per lb. for white and 8 cts. for gray.

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Salt pollock, \$1.50; salt haddock, \$1.50.
Eastern salt shack trip cod, \$3.25 per cwt. for large and \$3 for markets.

Splitting prices for fresh fish, Western cod, large, \$2.00; mediums, \$1.62; Eastern cod, large, \$1.90; medium, \$1.50; cusk, \$1.60 to \$1.65; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts.

Eastern deck headline cod, \$1.00 for large and \$3.00 for mediums.

Boston.

Today being a holiday at T wharf, the Times does not have its usual report of vessels there. The following crafts, however, are in there and probably others:

Sch. Elmer E. Gray, 15,000 haddock, 7000 cod, 10,000 cusk.

Sch. Fannie Belle Atwood, 6000 haddock, 16,000 cod, 2000 hake, 6000 cusk, 4000 pollock.

Sch. George E. Lane, Jr.

Sch. Athena, 4000 haddock, 2500 cod.

Sch. Minerva.

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NEWS OF ICE CONFIRMED.

Sailing Vessels Cannot Get Through Straits Now.

HERRING ARE VERY SCARCE.

Comparisons of Arrivals Thus Far This Season and Last.

The Times' information of ice in the gulf and conditions as existing at Bay of Islands, N. F., last Tuesday and Wednesday is confirmed by dispatches received here by vessel owners yesterday.

These dispatches were to the effect that not only were herring very scarce at Bay of Islands, with ice bothering the fishermen, but that the gulf ice had appeared in the straits and navigation there was closed to sailing vessels, only the ice breaking steamers now going up the coast.

The skippers at Bay of Islands were made aware of the appearance of the ice by telegrams from up along the coast and in a like manner they will keep tabs on its approach and steady journey down the coast, toward South Head.

The vessel owners here who were thinking some of sending certain of their vessels back for second trips have given up the idea entirely and some are even wondering if it was a wise move to send some of the craft that have already sailed, going somewhat late.

Last season, to date, the herring fleet had brought here and Boston 30 cargoes of salt and frozen herring. Of these three were frozen goods, one was half frozen and half salt and the rest wholly salt. Of the entire lot, five came in British bottoms, and were all salt.

This season, thus far, there have been 12 arrivals with salt herring and two with frozen herring cargoes. Already two vessels have been lost in the fishery, while last season none were lost throughout the whole prosecution of the fishery.

The season of 1907-8 produced about 33 1-2 cargoes of frozen herring for the American market, while this season, should all the vessels load, they will have about 17 or 18 frozen herring cargoes, in American bottoms. As far as known there are but six Nova Scotia vessels at Bay of Islands for frozen cargoes, and the chances are that not over half of these will come to this market.

At present with herring scarce, there is of course, much doubt regarding all the vessels now at the bay securing full loads. Then it must be remembered that over all is the dread and fear of the ice coming down, and no skipper wants his vessel to get frozen in.

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Squid at Provincetown.

Reports from Provincetown state that squid and some herring are still being taken in the traps there.

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PACIFIC CODFISH.

Western Dealers Need New Market For Surplus Catch.

Presumed Eastern Demand Has Failed to Materialize.

The presumed eastern demand for Pacific codfish has failed to materialize, and the western dealers, admitting this, say that their greatest need now is some kind of a market for their surplus stock.

The following extract from the Pacific Fisherman, are from statements of the leading codfish companies of San Francisco and are of considerable interest at this time, as they undoubtedly give a correct report of present condition of affairs in the Pacific cod trade.

"The commercial end of the business in this market, so far as prices are concerned, is very much demoralized, owing to the usual overproduction.

"A presumed eastern demand for Pacific Coast codfish has not materialized, unless packers are shipping at prices which will barely cover the cost of production. Boomers of Pacific Coast codfish do not seem to realize the congestion of home markets and the unprofitable returns from other markets. The history of the business in San Francisco is an open book which anybody can read, and must admit that it is not a profitable investment for beginners to engage in the codfish business.

"Having mentioned the unsatisfactory condition in the commercial part of the business, we want to add that the fishing part is even more risky. The two vessels of this company fishing in the seas this year, and the two vessels of the other company engaged in the business here, all came home with only half loads, which adds very much to the cost of production and, notwithstanding that all these vessels came home with small loads, there is too much codfish in this market for the requirements of a congested field."

"The absence of any demand from the east, caused in particular by the low prices prevailing in the West Indies and other markets for hard-cured fish, has made it especially difficult to dispose of the surplus, and there is every prospect of a continuance of low prices for several months to come.

"The catch on the Pacific coast has exceeded the demand of this section, and any failure of demand from the east leaves us all with a surplus on our hands. Reports just received from our stations in Alaska are of enough fish caught there and awaiting shipment to assure two full cargoes with the winter and spring catch just about to open. Our greatest need now is some kind of a market for our surplus catch."

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WANT CLOSE SEASON.

Capt. W. Harry Proctor Calls One Necessary for Lobsters.

Believes That Length Limit Does Not Solve Problem.

When doctors disagree, who shall decide? The conference of fish and game commissioner at Boston recently passed a resolution that it would be unwise to establish a close season on lobsters, and now comes forward Capt. W. Harry Proctor of the state fish and game commission steamer Lexington and says the thing necessary to have lobsters multiply on our coast, is a close season.

Capt. Proctor is a member of the state police and is known to every lobster fisherman on the coast. He is not a firm believer in the idea that the lobster supply of the coast can be conserved by the mere cutting down of the length of the lobsters taken, as was advocated lately by the fish and game commissioners of the New England states.

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The captain said recently that he could fore see the end of the lobster crop unless some new law to regulate the catching of them should be devised.

"I do not think that the limitation of the length of lobsters to be taken will be of any use," he said. "It would be pretty hard to watch every fisherman on the coast and see each lobster that he brought in from his pot every day in the year.

"There is no doubt that the lobster supply is diminishing. This is due to the fact that the young as well as the old ones are taken by the fishermen and propagation is thus hindered. The law says that none under nine inches shall be taken. That means 8 1-2 inches when they are cooked, or perhaps even less.

"It is my opinion that it is not necessary to place any limit to the length of a lobster caught, but there is in my mind certainly a necessity of placing a close season on the catching of them. Lobsters spawn about July 1. If I had the right to fix the law I would prohibit the catching of lobsters for six months after that."

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PROSPERITY AT LUNENBURG.

Captains of Salt Bankers Paying Off Crews for Season's Work.

Lunenburg, "the Gloucester of Nova Scotia," as that fishing port is often called, is enjoying quite a season of prosperity at present. The lobster fishermen are hard at work and some big days' fishing have been done, one man making \$28 in one day. Big checks are common there at this season of the year, as the summer bank catch is being settled for and the captains are paying off their crews.

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LATE HERRING NEWS.

Fish Plentiful at Fortune Bay First Time in Years.

Schs. Esperanto and Senator Gardner Bound Home with Fares.

Late advices from Bay of Islands, N. F., state that sch. Esperanto has secured a full cargo of frozen herring, mostly pan goods, and sailed for home, also that sch. Senator Gardner has loaded with salt herring and sailed for this port.

Word from there, under date of December 23 says that slob ice is making in the Humber. Tuesday night it suddenly came in very cold and next morning navigation was practically closed. The ice was not very thick, but sufficiently hard to make it difficult for a vessel to get through. Tuesday evening the gasoliners Veda M. McKown and Saladin went up there and were all day Wednesday working into clear water.

The object of these vessels leaving the other Arms and coming there was to secure herring, there being more there than in any other Arm of the bay. During the past week all the old nets and boats in Birchy Cove and near vicinity were put into use, resulting in some fair catches being made.

There has been a slack spell in the other Arms, and as before, the herring are in deep water. It is hoped they will strike back in the shallows again, but when they will do so is a big question. There is an old saying, "It's a hard telling the mind of a squid," and that applies to herring at Bay of Islands this season.

Schs. Oregon and Maxine Elliott, loaded with salt herring cargoes, sailed for home December 22 and sch. Esperanto is about loaded with frozen. Sch. Bohemia arrived on December 20. Capt. Bohlin, who had just come in from the Arm, says that sch. Esperanto would be ready to sail Wednesday with a full cargo, including a cabin load.

The prospect Tuesday was some better than for a number of days previous and the herring are now running very large.

For the first time since 1904 herring are reported plentiful in Fortune Bay, particularly at Bay Du Nord Brook, where more have been seen than ever before.

The Western Star says: "Many complaints are being made regarding Sunday fishing. Inspector O'Rielly is determined that no violation of the Lord's Day act is permitted. The Fiona is out every Sunday cruising among the fleet.

L. McLenan's schooner the Ellen Maxine has a half load of frozen herring.

"Large numbers of fishermen are returning from Middle Arm, where the herring continues scarce."